



INSTALLATION INSTRUCTIONS: A23TACOBST - '05+ Tacoma, FJ, 4Runner 1.25" Uniball UCA

iShock Truck, Jeep and SUV products are designed for off-road use only. It is recommended by iShock that the installation of all products and components be performed by a certified mechanic with extensive off-road suspension knowledge and experience. iShock products may void vehicle warranties so iShock highly recommends checking with your local dealer or warranty provider before installation. Although every effort has been made to improve or maintain proper vehicle geometry, it should be noted that the installation of many of the iShock components will alter the vehicles handling characteristics, height and center of gravity which may, in some cases, increase the chance of a roll over incident.

Due to the abusive nature of off-road driving and racing, iShock has no implied or expressed product warranty or guaranty.

iShock reserves the right to modify product designs and specifications without notice and without obligation to modify any product previously manufactured.

By the installation and use of this product you are assuming all risk, responsibility and liability as well as accepting the conditions noted above.



iShock Recommends a 285/75-16 tire on 16X8 wheels with a maximum backspacing of 4.5"

Step 1

SAFETY FIRST! Please make sure the vehicle is on flat level ground with the parking brake engaged and wheels chocked. If installation requires the vehicle to be lifted, be sure to use jack stands. And as always, WEAR SAFETY GLASSES!

Please be sure to read this entire guide, start to finish, before beginning the installation process. If at anytime you have questions, please feel free to contact an iShock technician for assistance.

Step 2

Jack up the front of the vehicle until the front wheels are off the ground. Set up jack stands under the frame rails then gently lower.

Step 3

Remove the front wheels.

Step 4

With a jack under the lower control arm for support, remove the cotter pins from the ball joints then loosen but do not remove the 19mm castle nuts. Smack the top of the spindle with a hammer to "shock" the ball joint from its press fit. In some cases the addition of heat may be required to ease this operation. Once the ball joint has released from the spindle, go ahead and remove the castle nuts.

Step 5

Remove the upper control arms using a 19 and 22mm socket. You will need to remove a small mount of metal from the inner fender well using a small air saw or die grinder as shown here to allow adequate room to remove the long UCA mount bolt. Before cutting make sure all wires and lines are inside the engine compartment are pulled from harms way!



Optional: We found it also helped to simplify the removal of the bolt by grinding off a small flat on the bolt flange to add clearance.



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Step 6

Install your new iShock UCA with the OEM bolt and supplied lock nut, washer and thread lock. Torque to 85 ft. lbs. Be sure to use the supplied 2 1/4" washers on each side of the bushings. Grease fittings on the arm face up and the "straight" tube is toward the rear of the vehicle as shown here.



Step 7

Insert the tapered end of the lower misalignment (uniball adapter) into the spindle then align the opposite end with the uniball and slide into position. Take this step slow to make sure the misalignment is sliding into the uniball straight and easily. Place the upper misalignment with the recess for your socket head cap screw into the top of the uniball in the same careful manor. Slide the supplied 14mm bolt through the assembly and use the supplied washer, nut and thread lock. Torque to 100 ft. lbs.

Step 8

Using the supplied rubber coated line clamp and stainless hardware, attach the speed sensor wire to the back of the UCA making sure it is positioned to allow for maximum clearance with other components as pictured above

Step 9

Installation of this kit requires an alignment by a competent alignment center...Preferably one with off-road suspension expertise. The new iShock UCA's have been designed to correct geometry issues associated with a lifted vehicle. These arms, when used in conjunction with a 2.5" lift, will correct geometry back to stock with the lower a-arm alignment adjusters situated in the center of their adjustment range as pictured here. This design allows for an adjustment range on either side of stock to allow for personal preference. This is only an approximate setting as vehicle tolerances vary and other factors such as rear end height do come into play...A proper alignment is still required!



Be sure to practice proper maintenance. Uniball's and Polyurethane bushings make noise on occasion! Clean and lube the uniball with the supplied dry lube on a regular basis particularly when driving in wet or muddy conditions. When Greasing pivot bushings it is recommended that you loosen the pivot bolt to allow Polyurethane specific grease to squeeze between the bushings and the zink washers.